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**Amendments to the Specification:**

Preceding Paragraph [0013] change

**DESCRIPTION OF THE DRAWINGS to  
BRIEF DESCRIPTION OF THE DRAWINGS**

Preceding Paragraph [0024] change

**DESCRIPTION OF THE EXEMPLARY EMBODIMENTS to  
DETAILED DESCRIPTION OF THE EXEMPLARY EMBODIMENTS**

Please replace Paragraph [0034] with the following rewritten paragraph:

[0034] Also shown in FIG. 2 is a conventional shift rail or shift control rod 78, which is typical of the four shift control rods necessary to operate the four synchronizers 36, 38, 40, and 58. The shift control rod 78 is movable in the direction of Arrow D and includes a vertical or upright pin portion 80, which is engaged with each of the plates 60, 62, 64, 66, and 68. The engagement with the plate 68 is by way of a circular opening 82. Another circular opening 84 can also be seen, which is the opening for the engagement of a pin member 86 of another control rod, not shown. Shift rails or shift control rods are well known to those skilled in the art since they have been used in manually controlled transmissions for many years. Also those skilled in the art will be fully aware that these shift control mechanisms are generally combined with shift forks that manipulate the synchronizer mechanism during a ratio change in the transmission. One such mechanism is shown in United States Patent No. 1,944,331, issued to E. A. Thompson on July 30, 1932. This and similar devices have been in use since then.